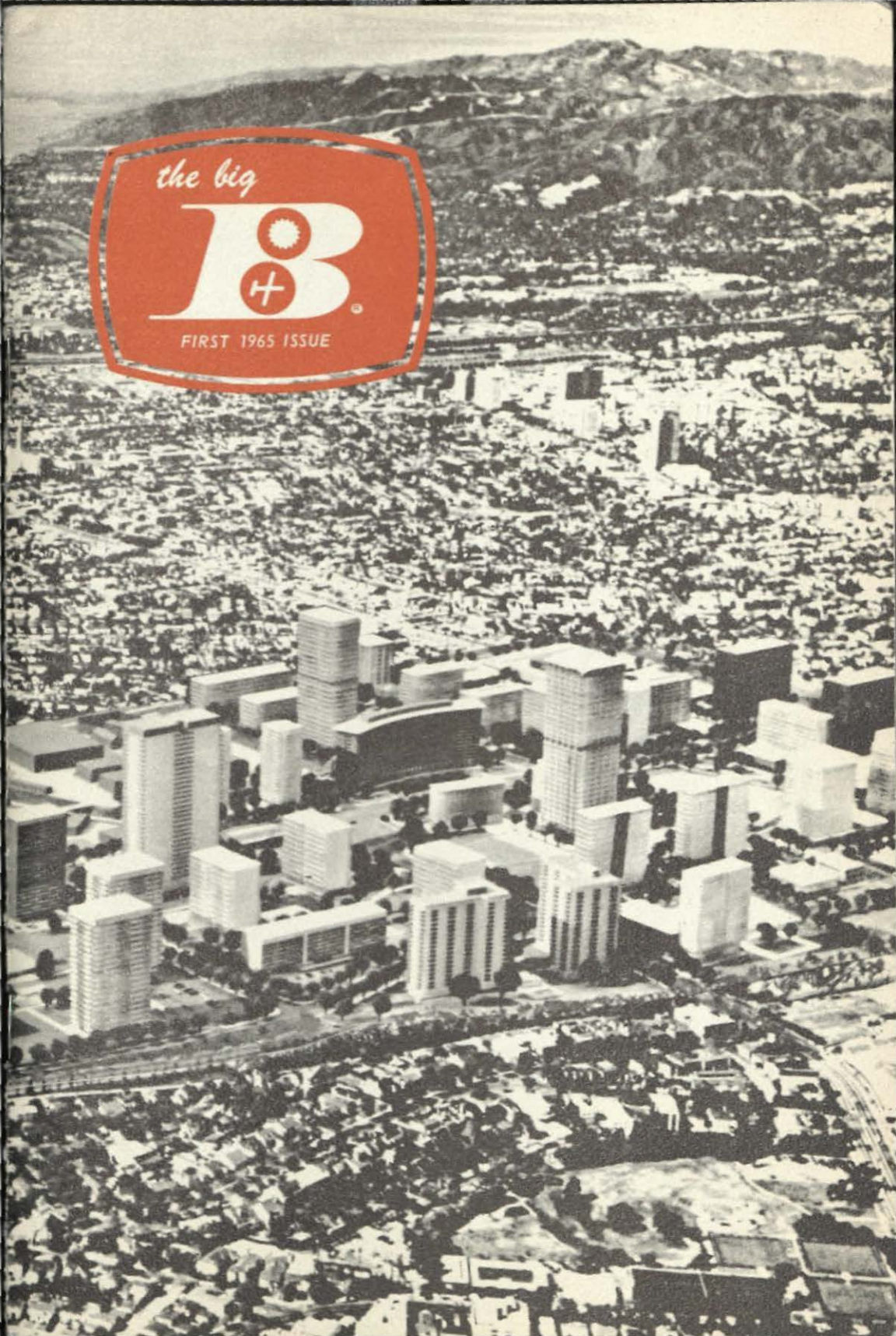
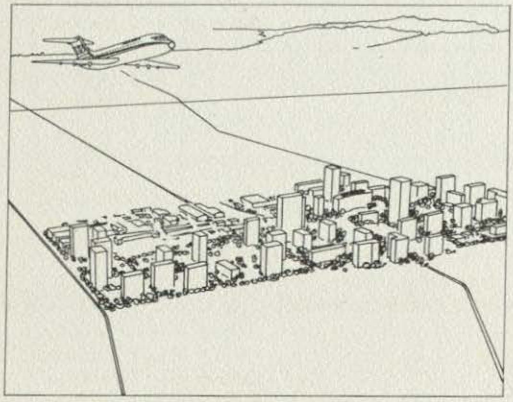

the big
B+
FIRST 1965 ISSUE



THE COVER –

This scene of Century City and the DC-9 will become a reality in the not distant future. Both will greatly enhance the Los Angeles skyline. See Century City story on page 2. Watch for the DC-9 wearing Bonanza's colors in early 1966.

THIS IS YOUR COPY – COMPLIMENTS OF BONANZA AIR LINES

IN THIS ISSUE

Century City – A City Within A City 2

Las Vegas – Entertainment Capital of the World 8

Quiz: Arizona – The Grand Canyon State 10

DC-9 Sees Light Of Day 12

Instructional League – Shortcut to the Majors 14

Women's Fashions 19

Quiz Answers 23

Scrapbook 24

the big B®

First 1965 Issue
Published and Printed by
BONANZA AIR LINES, INC.
BOX 391, LAS VEGAS, NEV.

AIRLINE EDITORS CONFERENCE
THE AIR TRANSPORT ASSOCIATION OF AMERICA

Articles in The Big B reflect the respective authors' opinions, though not necessarily the opinions of Bonanza Air Lines. Permission to reprint may be obtained by writing to the editor of The Big B, at the address above.

PHOTO CREDITS

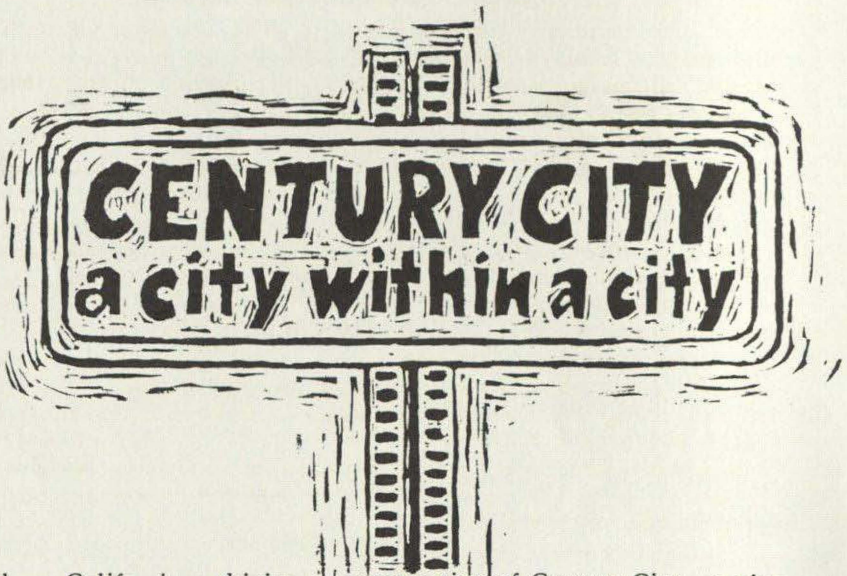
Cover . . . . . Century City
Century City . . . . . Century City
Las Vegas . . . . . Las Vegas Convention Center News Bureau
DC-9 . . . . . Douglas Aircraft Co.
Arizona Instructional League . . . . . Jerry Miles, L.A. Angels
Women's Fashions . . . . . M. D. Drucker

STAFF

Editor . . . . . Jim Learnard
Make-up Art . . . . . Cris Parsons
Production Supervisor . . . . . Ken Hammock

The Big B is produced in the company print shop. Staff for this issue included:

Compositor . . . . . Cris Parsons
Platemaker . . . . . Hugh Hucker
Printers . . . . . Carl Lauterbach, Tom Finn
Distributors . . Mort Scheinbaum, Arlen Zollotuchen



Most Southern Californians driving to and from work daily on Los Angeles freeways and major thoroughfares don't look forward to this daily task. It is time consuming and serious driving hazards often prevail.

For some residents in the "City of the Angels" this problem may be completely solved in the near future.

The solution to the problem is the construction of Century City – a city within a city – now under construction in West Los Angeles on the old Twentieth Century Fox studio lots.

The venture began in April, 1961 when the Aluminum Company of America – the world's largest producer of aluminum – purchased the Century City site from Twentieth Century Fox Film Corporation for

$43 million cash. Later the studio leased back 80 acres for the continued functioning of its administrative offices, sound stages and related facilities. The balance of 180 acres is being developed by Alcoa into multi-story residential and commercial properties, which will ultimately house a residential population of 12,000 and a working population of 20,000.

Century City is a pioneer in the evolution of advanced engineering and construction techniques employing the light metal – aluminum. Financed entirely from private sources, the project is an innovation in industrial investment opportunity in urban real estate development.

Century City's first office building– Gateway West – was begun in January, 1962 and completed in July, 1963. The structure, 188 feet high, tastefully combines specially designed aluminum mullions, with a window wall of new light gold aluminum developed by Alcoa. Parking facilities for 620 cars are located on the four levels below the building.

During October, 1962, the second office building – Gateway East – was started. It is a "sister" building to Gateway West and it was completed in June of last year. Its only difference from Gateway West is that it has a roof-top helistop.

Work began on the Century Square in November, 1962, when ground was broken to signal the start of construction on the two-level, 30-acre sub-surface garage. This huge subterranean facility is equipped to handle 9,000 automobiles daily in 2700 spaces. An interesting fact about the garage is that no parking space is more than 250 feet from the nearest shop.

In August, 1963, work was started on the upper mall and stores, and the Century Square shopping center was opened for business on October 12, 1964. Located in the northwest corner of Century City, the shopping center offers customers 280,000 square feet of quality specialty shops grouped around a 3-story, 220,000 square foot Broadway department store. The mall level of the shopping center is on the same level as the podium or mall level of the Gateway West building immediately to the east.

It is interesting to note that on this 15-acre site of Century Square once stood such famous movie sets as the Old New York Street and New England Square; the set for the Academy Award winning picture, "Song of Bernadette", and, in fact, a paint shop which was once the original stable used by favorite cowboy stars of yesteryear, Tom Mix and Buck Jones.

The shopping Center includes six buildings in addition to the Broadway department store, including the Century House Restaurant, Silverwoods, and a 36,000 square foot Joseph Magnin store. Functionally and artistically harmonious with Century City's master plan, aluminum is incorporated throughout the entire shopping center.

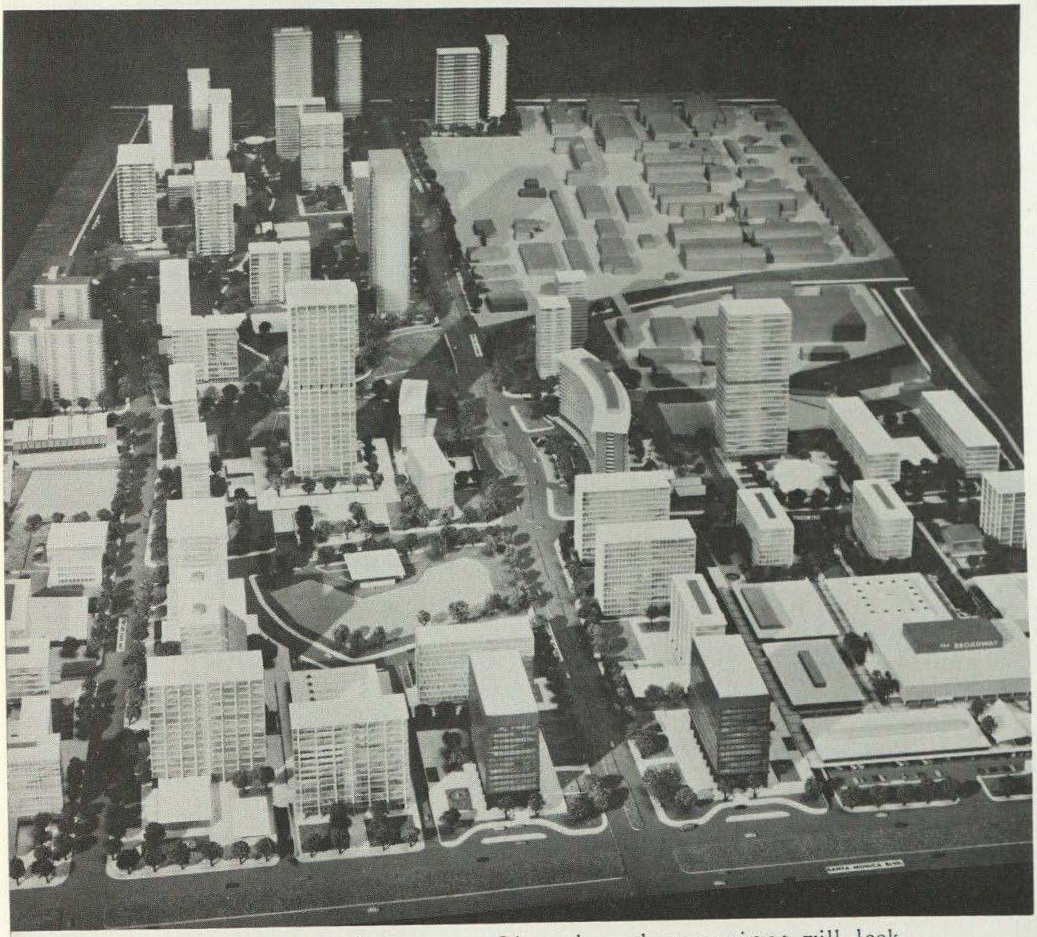
Keystone to the entire Century City project is the Century Plaza Hotel upon which construction was started in Jan., 1964. The ultimate in western hospitality, the 20-story hotel is shaped in a distinctive sweeping curve. Located on a six-acre site in the heart of Century City, the hotel's luxuriously landscaped ground will encompass three acres of terraced resort activity area with pools, gardens, terraces, a putting green and even will have a large Japanese Tea Restaurant. Another unique feature of the 800-room hotel is that all rooms will have an outward view. Scheduled for completion in Spring, 1966, the Century City Plaza Hotel will employ some 1,000 people and have an

annual payroll of approximately $4.5 million.

Other innovations in the architecture of aluminum appear in the residential area where high-rise apartment buildings will stand as monuments to the 20th Century solution to urban-American residential needs.

Construction on Century City's first two apartment buildings – the twin 27-story Century Towers – began in February, 1963, on a four-acre site at the south end of Avenue of the Stars, main thoroughfare of Century City. Century Towers will be available for occupancy April 1, 1965, and will feature 1, 2 and 3 bedroom units. Topped by custom-designed penthouses on the 27th floor, the all-electric and air conditioned Century Towers will have a total of 308 units – each with private terraces. Attendant parking for 540 cars is provided in a 3-story subterranean garage.

This past fall the two 20-story Century Park apartments were started. The fashionable 1, 2 and 3 bedroom apartments will total 480 units and the underground garage facilities will hold more than 700 cars. The Century Park apartments are sched-



Architectural model of Century City shows how project will look when completed.

uled for completion in early 1966.

An interesting feature of the massive Century City project is the tree preservation program. Believed to be the largest in Southern California history, more than 1200 trees were carefully lifted from the earth, boxed and stockpiled for eventual replanting along the boulevards, malls and parks of Century City. The project began in July, 1961, and after a year in boxes, the first of the trees were returned to their native soil in a massive landscaping program still underway.

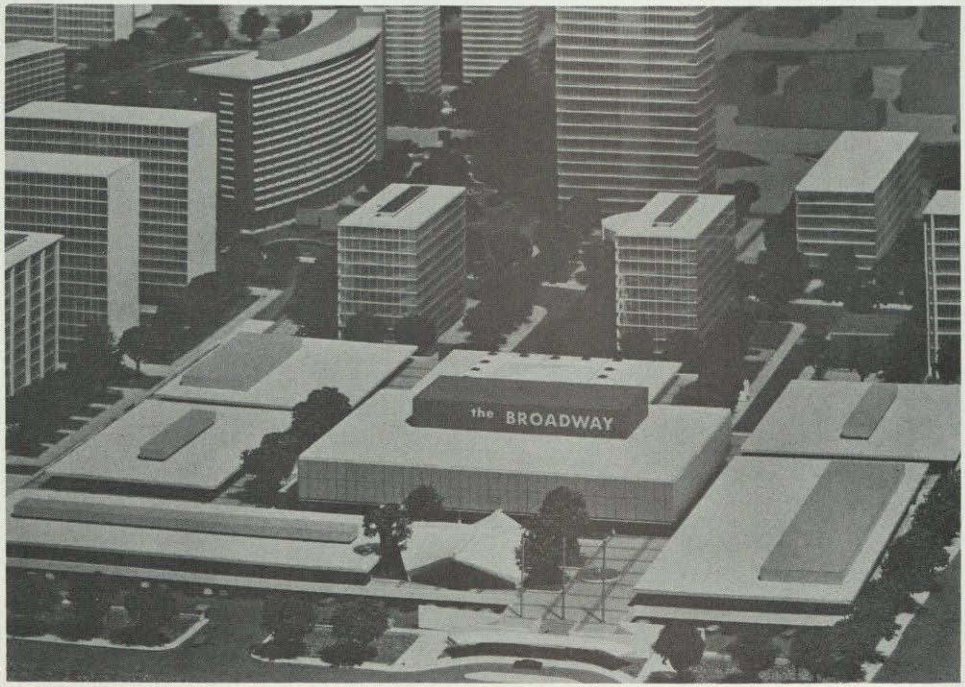
The principal street in Century City is the Avenue of the Stars, a beautiful mile-long thoroughfare running through the heart of the project from Santa Monica Blvd. to Pico Blvd., its six lanes bridging Olympic Blvd. to connect the commercial and residential sectors of Century City. The Avenue of the Stars is 125 feet wide with a 30-foot planter strip separating northbound from southbound traffic. The Avenue is beautifully landscaped, featuring fountains, sculpture, plazas and special ornamental sidewalks.

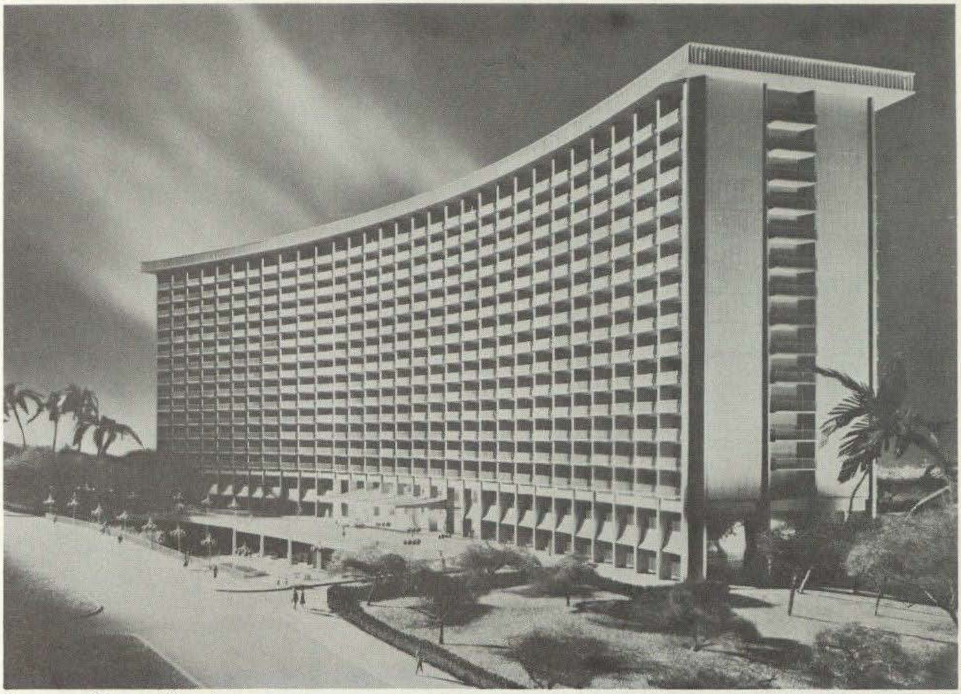
This is Century City – Hallmark of 20th Century Living □

An aerial view of Century City shows the progress to date of the massive urban development program.

Gateway East and Gateway West

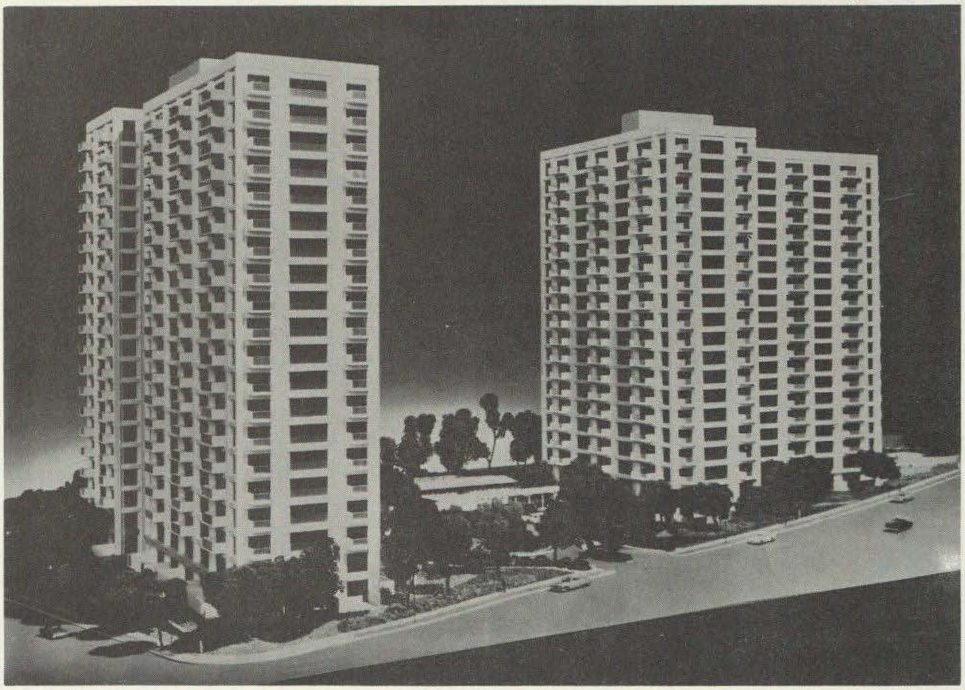
Century Square Shopping Center





Century Plaza Hotel

Century Park Apartments



Las Vegas- Entertainment Capital of the World

As your flight makes its final approach into Las Vegas' McCarran Field, if you happen to glance out your window, you will catch a glimpse of a five mile stretch of four lane highway just outside Las Vegas called "The Strip". You may be coming to Vegas for many reasons, but if you're coming for entertainment, there is more talent per square foot on that strip than anywhere in the world. At midnight, on any night in the year, there are over 450 performers on approximately 25 stages up and down the strip; plus, scores of stagehands, electricians and various other technical people required behind the scenes.

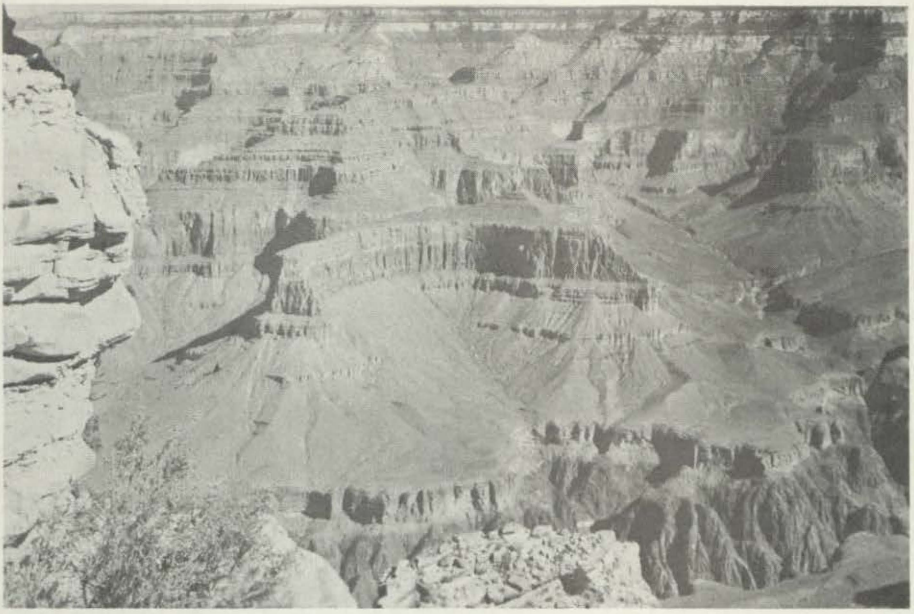
As your taxi takes you from the airport and turns onto the strip, the

broad avenue of bright neon proclaims star-studded productions, revues and Broadway plays. You may choose "Lido de Paris", the entire production imported from France, or the Danny Thomas show, or the Harry James orchestra, or... all of them in one evening if you so desire. No matter which showroom or lounge you choose, you are going to be royally entertained by the top names in the show business world.

Entertainment at night in Las Vegas is all fun and music and costumes, but in the daytime, entertainment becomes big business. Agents haggle, producers bargain, directors rehearse and performers receive the largest salaries paid anywhere.

For example, while you are enjoying an hour and a half dinner show for an average of $9 per person, the star attraction on stage is being paid an average of $40,000 a week. The supporting act on stage gets by on around $5,000 while the ten dancers, six showgirls, sixteen musicians and a half dozen technicians average about $200 each per week. And, oh yes, the choreographer collects somewhere in the neighborhood of $5,000 each time the dance numbers are changed. All totaled, a typical Las Vegas show costs up to $60,000 a week to produce on a seven day week, two shows nightly basis,

There are many reasons why strip hotels invest this much in their showrooms. The obvious, of course, is to entice you to come and spend your money at their establishment. Many people will stay at the hotel where their favorite star is appearing. Producers must sometimes pay a premium to insure an exclusive on their stage. Some stars, because of this, always appear at the same hotel when performing in Las Vegas. But the main reason these prices are paid is "The Strip" itself. It is a compact drawing card. Its glamour attracts visitors like no other five mile area in the world. Volume is the key word. More than ten thousand people every weekend make their way to the strip from every state in the nation and several foreign countries, in fact. People from New York come to Las Vegas to see a Broadway show. And, why not. After the show, they can walk next door and see the Folies Bergere. No matter why you come to Las Vegas, win, lose or draw, you will be fabulously entertained□



Arizona-
The Grand Canyon State

1. Arizona has the distinction of being the youngest state in the continental United States. Arizona was admitted to the Union in _____?
   A) 1895 B) 1912 C) 1907 D) 1909

2. When Barry Goldwater ran for the presidency last year, he gave up his senatorial seat. The man who was elected to fill Goldwater's senate seat is _____?
   A) Carl Hayden B) Morris K. Udall C) Paul Fannin D) Roy K. Elson

3. Senator _____ of Arizona has the longest continuous service record in the U.S. Senate today. He has been a member of the Senate since _____?

Part A	Part B
A) Carl Hayden	A) 1920
B) Morris K. Udall	B) 1929
C) Paul Fannin	C) 1927
D) John J. Rhodes	D) 1915

4. The Grand Canyon in Northern Arizona is truly one of the scenic wonders of the world. When did it become a National Park?
   A) 1906 B) 1910 C) 1914 D) 1920

5. The capitol of Arizona is _____?
   A) Prescott B) Phoenix C) Tucson D) Flagstaff

6. What river forms the boundary line between Arizona and California?
   A) Rio Grande B) Colorado C) Snake D) Gila

7. The University of Arizona is located in _____, while Arizona State University is found at _____.

8. Arizona has _____ representatives in the House of Representatives.
   A) 1 B) 2 C) 3 D) 4

9. The 1964 Rookie of the Year in the National Football League played his college football at Arizona State University. Can you name him?
   A) Tony Lorick B) Paul Warfield C) Charlie Taylor D) Mel Renfro

10. There are many Indian tribes living in Arizona. Name three of them.

11. Arizona became part of the United States under the Treaty of Guadalupe Hidalgo in 1848 and the _____ Purchase in 1853.
   A) Louisiana B) Southwest C) Gadsden D) Mexican

12. Arizona's state flower, which is unique to the Southwestern part of the United States, is _____?

13. Wyatt Earp, hero of the American West, served as sheriff in which of the following Arizona cities?
   A) Yuma B) Douglas C) Kingman D) Tombstone

14. A prison which served as a territorial "Devil's Island" for many western bad men still stands near which one of the following cities?
   A) Yuma B) Prescott C) Page D) Nogales

15. The northeastern boundary of Arizona forms one of the sections of the famous "Four Corners". The only place in the United States where this occurs. Can you name the other three states that meet at the "corner"?

16. Hoover Dam stretches across the Colorado River and has half of its massive structure in Arizona. Many miles to the north, construction is nearing completion on another large Dam. Can you name the Dam and the city near its location?

17. Phoenix serves as the spring training base for the San Francisco Giants while Tucson is the spring home of the Cleveland Indians. Two other cities in Arizona are major league training sites. Can you name them?

Editor's Note – This is the first of a series of quizzes on the four states served by Bonanza Air Lines. Our first quiz features the state of Arizona and contains 17 questions and 25 answers. In the next issue of "The Big B" our quiz will feature the state of California. Answers to the quiz are on page 23.

DC-9 SEES LIGHT OF DAY

The first gleaming DC–9 fan/jet was tugged out through the doors of the massive Douglas Long Beach plant into the broad daylight on January 12, 1965.

There on crowded acres of concrete ramp it was the center of attraction for the nation's television cameras and newsmen, and for airline and government officials who came from all over the world to see the rollout of the world's most modern jet transport. After the rollout ceremonies, tours were conducted of the facility.

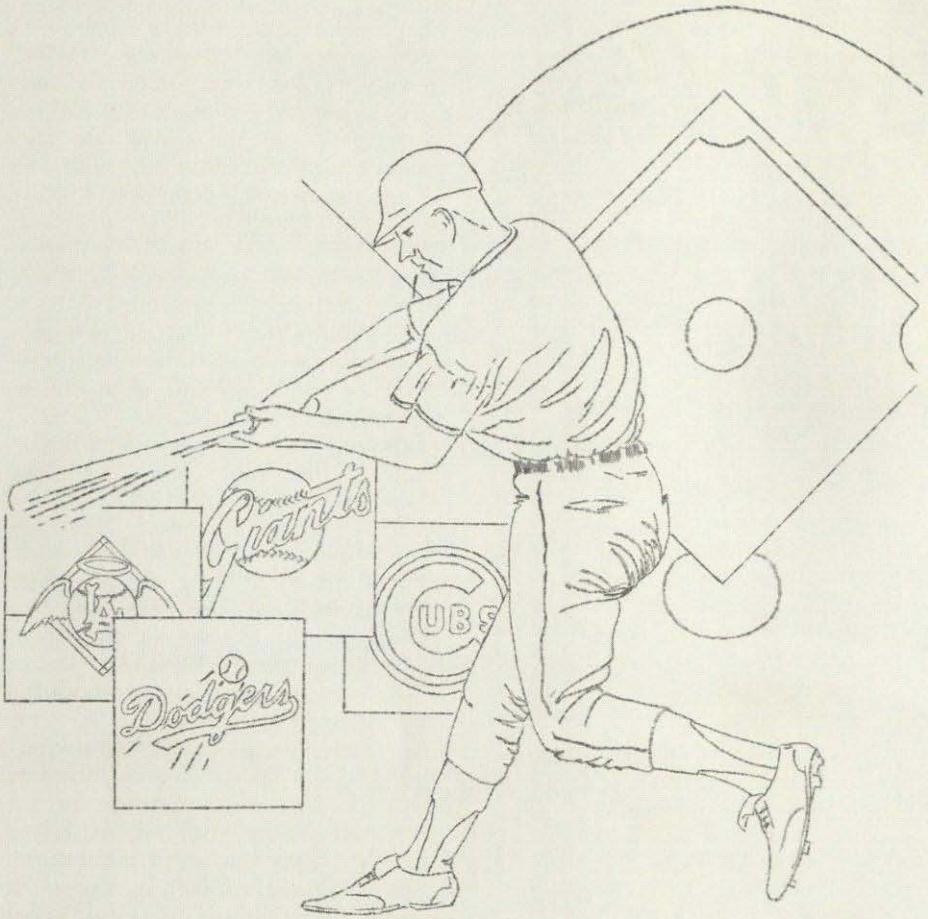
The short-to-medium range DC–9, assembled on the same Douglas production line that puts out the DC–8, becomes the newest member of the Douglas family of incomparably reliable and popular transport aircraft which includes the DC–3, DC–4, DC–6, DC–7 and DC–8. It is scheduled for first flight in March.

Reporters and other hundreds who attended the DC–9 rollout at the invitation of proud Douglas officials, engineers and craftsmen were unanimous in their high estimation of the plane and its intended place in the world's airline fleets. However, what they noticed and discussed almost as much was the unmistakable confidence and enthusiasm of of the airline buyers of the DC–9 who were there – Bonanza, Delta, TWA, Swissair, Air Canada, Hawaiian and Ansett Australian.

Douglas now has orders and options for over 100 DC–9's. Sales totaling 400 DC–9's are expected in the next ten years with an estimated value of more than a billion dollars.

When in scheduled operation in early 1966, the DC–9 twin fan/jet will fly on routes of 250 to 1100 miles. For example, Bonanza Air Lines plans to use it on all nonstop flights between Los Angeles and Las Vegas, Reno and Las Vegas, Las Vegas and Phoenix, Salt Lake City and Phoenix.

The DC–9's quick climb and 560 mph speed will cut the existing 2¼ hour flight time from Phoenix-Salt Lake City to 1¼ hours. Seating capacity will be roughly 56 minimum, 83 maximum. Bonanza will use a 72 seat configuration including a lounge accommodating 5 passengers. Big features of the DC–9 are its sure passenger appeal, reserve power and performance, rapid ground handling, ease of maintenance, and operating efficiency on short to medium length hops □



Instructional League-Shortcut To The Majors

by Jerry Miles

The battle for future major league baseball players is like that "Old Man River" – it just keeps rolling along.

With the recent adoption of the free draft rule, baseball now will select players under a plan similar to that of the pro football teams. This move, long sought by many baseball experts, will trim the size of bonuses, but it will not affect the number of players signed.

Thus, another of baseball's problems – how to give these untried youngsters a chance to gain experience for the fastest possible route to the big leagues – remains somewhat of a mystery to baseball's big wigs.

They've made many attempts at

solving the problem and, with the development of the Winter Instructional Leagues, they probably are as close to an answer as possible.

"It's our belief that we possibly can cut off two years of a player's apprenticeship to his ultimate goal as a major leaguer," says Harold "Lefty" Phillips, pitching coach of the Los Angeles Dodgers.

The Dodgers teamed with their city rivals from the American League, the Los Angeles Angels, and two other National League clubs, the San Francisco Giants and Chicago Cubs, in last winter's Instructional League.

The young Angels club in its short history has become one of the leading clubs in signing young players. Likewise the Angels are strong backers of the Instructional League for giving the youngsters a fast but solid dose of playing experience. Actually, the main goal of the league is not to win, but to learn.

"The Arizona Instructional League is a fine program aimed at speeding the development of our youngsters," reports Fred Haney, the highly regarded general manager of the Angels.

"We feel that the players performing in Arizona have gained invaluable experience through game action and have benefitted greatly from the personalized instruction they receive from our coaches," continued Haney.

The Angels tutors at Arizona included pitching coach Bob Lemon and hitting coach Joe Gordon, two former American League greats. Also on the coaching staff were Al Monchak, infield and outfield; Tom Morgan, pitching; and Jimmie Reese, infield.

Joe Gordon, second from right, gives batting instruction to promising future Angels. Left to right, Tom Egan, Dick Simpson, Jackie Warner and Phil Roof.

The Arizona league runs from October to December with the four teams participating in a 42-game schedule. Here's a brief rundown of the league and its rules:

(1) The only salaries paid are those of managers, coaches, special instructors, etc.

(2) Ballplayers are given $350 a month for "living expenses".

(3) While the league is primarily for young players, the clubs are permitted to use veteran players. The veterans who do participate in the league usually are players who are attempting to overcome ailments or possibly being switched to another position. The Angels' veteran pitcher Ken McBride is an example. McBride, who was ineffective in the '64 season, showed signs of coming back during his winter work in Arizona.

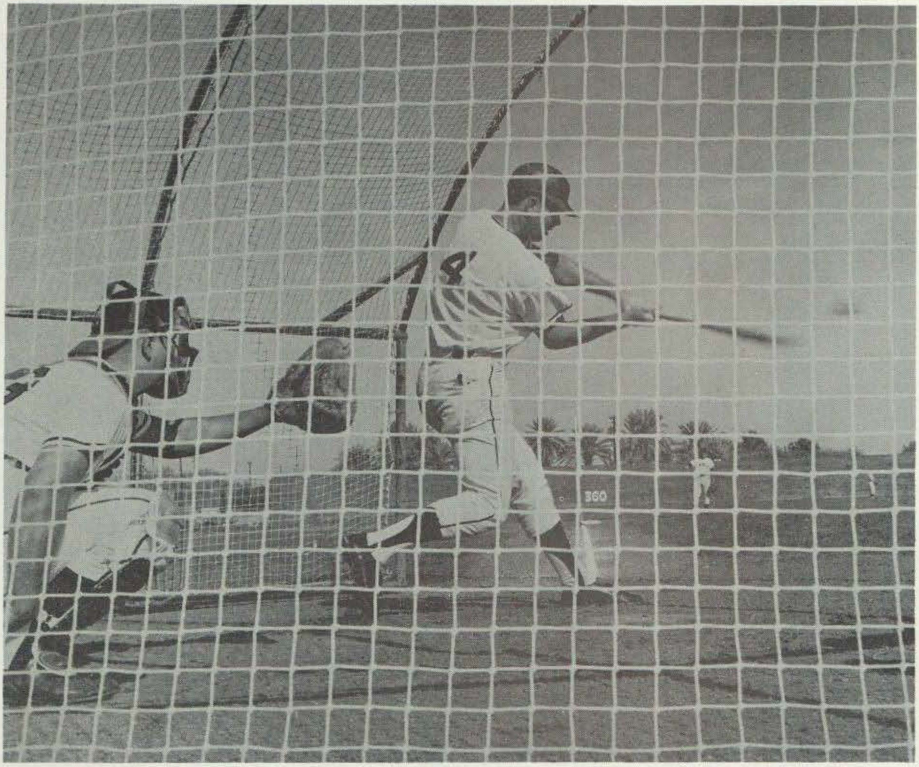
(4) There is no player limit, though the clubs usually have between 20 and 25 players.

(5) Headquarters for the teams are within driving distance of the Phoenix area.

(6) A similar Instructional League is operated in Florida. It was the first one to be organized.

As one might expect, the operation of the Instructional League is costly, but officials are unanimous in praising its value.

"The Instructional League costs around $50,000 a year," commented Fresco Thompson, Vice President and Director of Minor League Operations for the Dodgers. "But we think it's well worth it because of the individual attention the young-



Los Angeles Angels bonus player, Tom Egan, rifles a shot to left field in a batting practice drill.

ABOUT THE AUTHOR

Jerry Miles, 27, is the assistant sports editor of the Pomona Progress–Bulletin in Pomona Calif. He has written several feature stories for various youth magazines and has done many features for Newspaper Enterprise Association, a nationally syndicated publication. Jerry has had stories published in the Sporting News and wrote the West Coast story for the National Collegiate Athletic Association's 1964 Official Collegiate Baseball Guide.

The Angels' Instructional League staff was composed of these gentlemen. Left to right (seated): Bob Lemon, Roland Hemond and Al Monshak; (standing): Joe Gordon and Jimmie Reese; behind Reese is scout Bert Nichoff.

sters receive."

Roland Hemond, Farm and Scouting Director for the Angels, is even more emphatic than Thompson.

"I would have to say that the outlay of money for the Instructional League by the four competing clubs is the best-spent money in baseball.

"The players in Arizona have received instruction and experience that money cannot buy."

A conservative figure estimated that more than $5 million worth of young talent took part in last year's Instructional Leagues.

How do the young players, most of whom sport tailored clothes, new T-Birds, and the like, feel about their Instructional League venture?

"I believe the league is worth at least two years of pro ball to me," said infielder Bob Bailey during the '62 campaign. Bailey, $125,000 bonus baby, stepped into a starting role with Pittsburgh the next season.

"I think I am a 100 per cent different pitcher," commented the Dodger's Bill Singer, "in comparison with the way I pitched when I first reported to the Instructional League." The Dodgers paid a reported $55,000 for Singer after he piled up a great prep and American Legion pitching record in Pomona, Calif. and they now feel he's ready for the big step to the majors.

One of the most noteworthy performances turned in during last winter's Instructional League play was that of Angels pitcher Pat Rogan.

In fact, if young Rogan can match his desire and perserverance in talent, the Angels have a sure 20-game winner for the future.

Rogan is as determined about obtaining his education as he is in winning a regular position with the Angels. So, when he was invited to play in the Instructional League, he agreed although he already was enrolled in college in Los Angeles.

Bob Lemon, right, manager of the Seattle Angels, the Angels' farm club in the Pacific Coast League, gives pitching instruction to Pat Rogan of Lynwood, Calif.

Tight schedule? Indeed it was, but Rogan had it worked out to near perfection. He flew to Arizona (on Bonanza F-27A "Silver Darts", by the way) every Wednesday night after classes and got in four days of baseball. He then returned to Los Angeles on Sunday night for classes through Wednesday.

As of now, the late Ken Hubbs of the Cubs is the most celebrated graduate of the Instructional League. Hubbs played here in '62, then went on to establish a new National League fielding record of errorless games and win "Rookie of the Year" honors in '63.

Hubbs gave the league most of the credit for his sudden rise to fame.

"The Instructional League boosted my spirits and gave me confidence I needed to make the major leagues. Believe me, I owe it all to the Instructional League," Hubbs said.

Baseball, with an emphasis on youth, will have more Ken Hubbs graduating from the Instructional League to overnight success in the majors. Check the rosters of the teams this season and you'll see the results of the valuable Instructional League.

Women's Fashions

Whether it be for a formal occasion or for leisure wear, women's fashions are always the subject of many discussions among our women passengers. On this page and the following three pages we have selected some photos of these fashions taken against scenic backgrounds of places served by Bonanza.

SAN DIEGO
(above)

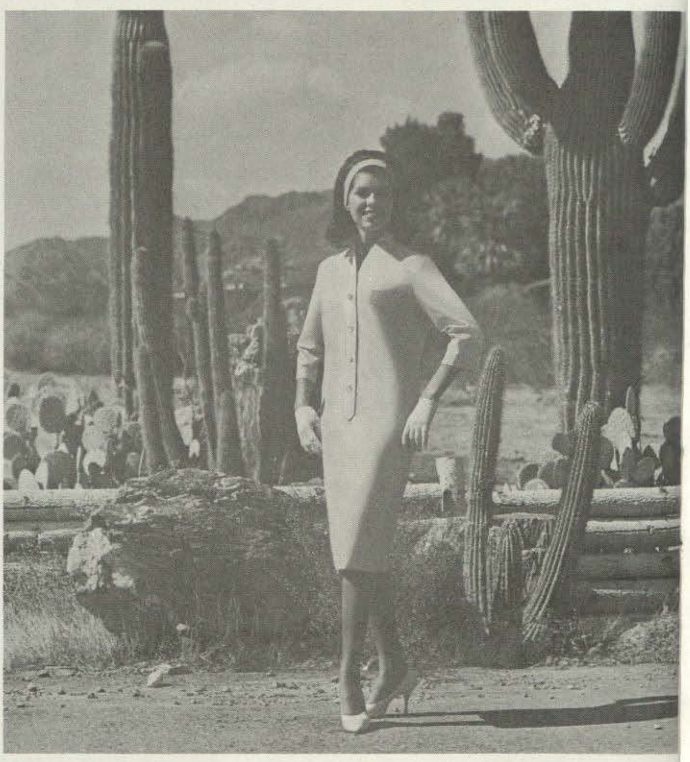
Separates that stretch in perfect shape. (Left) jacket with contrasting edge trim over slim skirt. (Right) perky striped shell mates a tapered capri pant.

by ROSEDA OF CALIFORNIA

PHOENIX
(right)

Delightfully classic . . . smart, slim step-in dress with convertible collar and three quarter sleeves is styled in "Sherbrooke", a 100% combed cotton broadcloth by Mill Fabrics Incorporated. In black and pastel shades.

by DI CARLO OF CALIFORNIA



LAS VEGAS
(preceeding page)

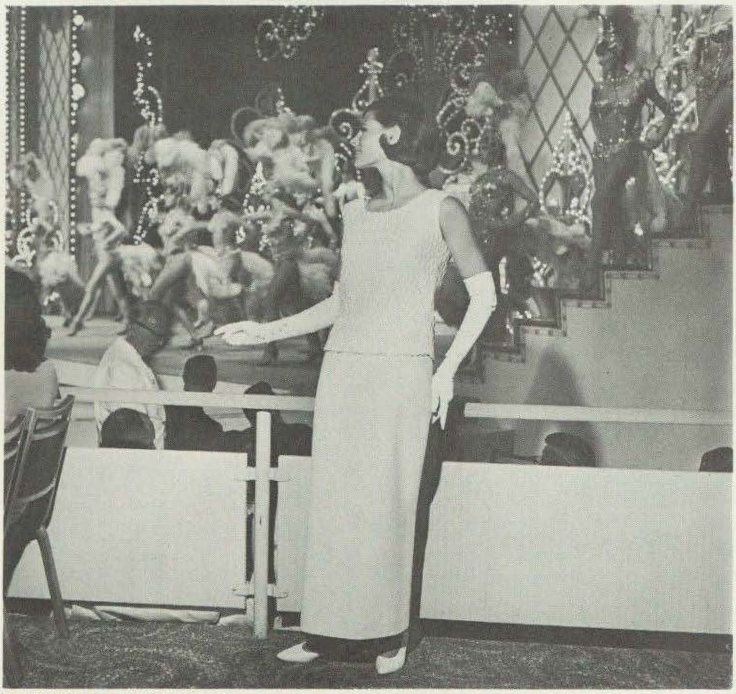
The magic number for a fashionable miss . . . crepe discotheque jumper combines a saucy polka dot blouse with softly shirred bodice and full sleeve, styled in acetate. Jumper in black only, blouse in black/white. Designed by Ruth Eib.

by BENLEE OF CALIFORNIA

GRAND CANYON
(right)

For the woman who lives in a look... smartly styled sheath in imported Irish linen. Embroidered floral design in contrasting color accents bodice and skirt. In white/blue or pink, or beige/brown.

by MARJORIE MONTGOMERY



LAS VEGAS (above)

Impeccable styling is elegantly interpreted in a two-piece evening creation. Sleeveless ribbon shell is complemented by an ankle length skirt with deep slit, fashioned in bonded crepe. In blue, pink, white, green, black.

by COLLEGIAN SPORTSWEAR

SCOTTSDALE (right)

(Left) colorful cotton print jacket tops 100% rayon ruff-top fully-lined pants. In gold, rose, avocado and turquoise.

by MR. WINN SPORTSWEAR

(Right) casually styled print shirt is teamed with wonderful Helanca stretch pants.

by GAREY BROTHERS

SAN DIEGO
(below)

Smart and sportive separates for fun and frolic in the picturesque Caribbean. Norfolk jacket over a sprightly two-piece swimsuit. Top is fashioned in sun-bright multi-stripes, trunk in stark white with multi-stripe self-tie. Beautifully styled by Folker Fabrics in arnel sharkskin. Available in white only.

by ELISABETH STEWART SWIMWEAR

ANSWERS TO ARIZONA STATE QUIZ

1. B) 1912
2. C) Paul Fannin
3. A) Carl Hayden C) 1927
4. D) 1920
5. B) Phoenix
6. B) Colorado
7. Tucson, Tempe
8. C) 3
9. C) Charlie Taylor
10. Hopis, Navajos, Maricopas, Pimas, Yavapai, Pagago, Chemehuevi, Cocopa, Mohave, Apaches, Hualapais, Havasupais and Paiutes.
11. C) Gadsden Purchase
12. Bloom of the Saguaro cactus
13. D) Tombstone
14. A) Yuma
15. Colorado, New Mexico and Utah
16. Glen Canyon, Page
17. Mesa, Scottsdale

"Like I said, Finchley, nothing fancy on Trans Parent but plenty of it!"

"I don't know how to break this to you, Mr. Finchley, but your seat's only confirmed as far as the Pole and from there . . . . waitlist!"

From The Scrapbook

by Laurie Pittman

FIFTEEN YEARS AGO

January, 1950 – Since inauguration of plane passenger service over Bonanza Air Lines between Reno and Phoenix, by way of Las Vegas, both passenger and mail patronage has increased gradually at all contributing points. A study and comparison of passengers from the period of December 19-31, with the period of January 1-17, is as follows: Phoenix – 108 to 233; Las Vegas – 80 to 173; Reno – 51 to 71; Prescott – 47 to 48; and Kingman – 15 to 53. Air passenger patronage was reflected in the purchase of an additional Douglas DC-3, 21 passenger airliner by Bonanza Air Lines, according to Edmund Converse, president of the organization. Purchase of the new plane, which now increases Bonanza's fleet to five Douglas DC-3's, was effected within the first month of the airline's inter-state operations between Reno, Las Vegas and Phoenix. Delivery of the standard DC-3 luxury liner was taken in San Francisco by Bonanza's chief pilot, Myron Reynolds.

TEN YEARS AGO

February, 1955 – Bonanza Air Lines has been awarded the right to furnish new and improved service between Phoenix and Los Angeles in addition to having its certificate renewed for a five year period. A new route will be operated between Phoenix, Blythe, Indio, Riverside, Ontario and Los Angeles with two round trips daily effective about April 1. This will be an important addition to the air pattern of Southern California besides connecting Phoenix with the counties of Riverside and San Bernardino. The present service for Yuma and El Centro will be greatly improved by two flights operating from Phoenix directly to Yuma, then to El Centro, San Diego, Santa Ana and Los Angeles.

FIVE YEARS AGO

March, 1960 – Bonanza's operations have shown a tremendous growth since scheduled flights were started in August, 1946. The following year-end totals serve to illustrate the expansion of the Company's operations:

	First Year Scheduled Service 1946-1947	First Year Certificated Service 1950	1959
Route Miles	350	639	2,244
Total Revenue Plane-Miles	140,000	907,256	4,356,697
Passengers	1,700	18,909	223,697
Passenger Miles	550,000	4,595,000	54,419,000
Commercial Revenues	$40,000	$279,435	$3,931,124
Total Assets	$39,800	$515,080	$7,162,000

GOOD LISTENING BEFORE EACH GAME!

"RIGNEY REPORTS

From the dugout, an on the scene interview with Bill Rig
manager of the Los Angeles Angels ! Tune in 20 minutes before game ti

on the Angels baseball network

KMPC LOS ANGELES • KLAV LAS VEGAS • KCKC SAN BERNA

brought to you by

BONANZA AIR LINE